# PROCEEDINGS OF CONGRESS

Messrs. Edmunds and Butler Lock Horns Over a Report on Pacific Railroads.

Undelivered Land Patents the Cause of a Short Debate-House Democrats Exhibit Soreness Over the Election Bill.

WASHINGTON, July 3.—Messages from the President as to Indian lands in Kansas, as to postal and cable communication between the United States and the Latin-American states, as to the celebration of the fourth centennial of the discovery of America, and as to the agreement between the Cherokee commission and the Iowa Indians in the Indian Territory, were presented in the Senate to-day and referred.

Mr. Allison moved that the adjournment to-day be till Monday. Mr. Edmunds and Mr. Sherman opposed the motion, and Mr. Plumb and Mr. Gorman advocated it, and it was agreed to.

Mr. Plumb offered a resolution which was agreed to calling on the Secretary of War for information as to whether articles are being manufactured at any of the national military homes that come in competition with private enterprise, and if so the rea-

son and authority therefor. Mr. Plumb also offered a resolution di-recting the Secretary of the Interior to inform the Senate whether he has knowledge of the guarantee, actual or proposed, by the Union Pacific Railroad Company of the bonds or stock of any other corporation, more especially those of the Oregon Navi-gation Company and of the Denver & South Park Railroad Company; whether the Union Pacific Railroad Company has paid out of its surplus earnings or other-wise the indebtedness or any part thereof, or those of other companies, and if so, whether such guarantee or payment is in accordance with law and consistent with the obligations of the Union Pacific Rail-road Company to the United States.

Mr. Edmunds suggested to add to the resolution the words, and that the Secretary of the Interior communicate all information in the possession of his department on the subject. Mr. Plumb accepted the amend-

Mr. Butler—I would suggest that the Secretary of the Interior also report, if he has any knowledge, why the Senate does not private life, but, with an eye sinproceed to the consideration of the report of the select committee on the Pacific railroads. I would like to have information on that subject. That select committee spent a good deal of time and work in getting all the data, and in agreeing on a re-port. For some cause, which I am unable to understand, the Senate does not consider it. I suppose the caucus has acted on it. Mr. Edmunds—Responding to the cross observation of the Senator from South Car-

olna, I say that the caucus has not acted

Mr. Butler-The Senator speaks of my being cross; I am as amiable as a May morning. Mr. Edmunds—Certainly. But when the Senator is the most amiable he is generally the most cross. To the best of my knowledge and belief no assemblage or other arrangement or discussion of Republicans has had any relation to, or consideration of the subject to which the Senator refers. Speaking as one Republican, now, and not for the rest of our gradually diminishing numbers, I wish to say that I think the trouble has been that Senators on this side have not stood by caucus action in the Senate, in spite of endless talk on the other side, and, perhaps, some considerable talk on this side, and got on with business. As to this particular resolution I wish to say that I would be glad to have it embrace a call on the Secretary of the Interior, to know whether or not his department is in possession of information and papers, showing that at least one of those government railway companies, as they are called, has not, ever since the passage of the Thur-man act, again and again deliberately disobeyed the plain and posinjunctions and prohibitions of the act in respect to increasing its obligations and making dividends, under circumstances which the law forbade. I should be glad to know all this, but I will not interrupt the resolution of the Senator from Kansas at this moment by proposing that further inquiry. After further debate

the resolution was agreed to.

The subject of the bill passed by the Senate yesterday as to land patents remaining undelivered in the General Land Office, and as to the facilities afforded to a firm of Washington attorneys to take a list of them, was again brought up by Mr. Berry, who sent to the Clerk's desk and had read a letter sent by these attorneys, H. W. Combs & Co., to the clerk of Columbia county, Arkansas, offering to supply patents in that county for \$4 each, of which fee the clerk was to retain \$1; a letter from Wm. Stone, assistant Commissioner of the General Land Office, then acting Commissioner, to this firm, extending such faciliities to it; a letter from Cyrus Bussey, Assistant Secretary of the Interior, certifying to the reputable character of the firm, and a dispatch to the St. Louis Globe-Democrat from Vandalia, Ill., on the subject. Mr. Berry said that if any tion or any excuse for that most scandalous conduct on the part of those officers he would be glad to hear it. There were 250,-House of Representatives.

Messrs. Teller, Paddock and Cockrell
participated in the discussion, the former

stating that the possession of the patent was not essential to a man's title; Mr. Paddock stating that, under the present administration of the General Land Office, the number of undelivered patents has been reduced by some seventy thousand. and Mr. Cockrell denouncing the affair as a mere speculating, blackmailing scheme.

The Senate bill to establish a United

States land court and to provide for the settlement of private land claims in cer-Stewart and Plumb also spoke in favor of the bill, and Senators Reagan and Morgan bitterly opposed it. The bill was discussed until 2 P. M. when the unfinished business was taken up, being the two postal and ship subsidy bills, which were debated at

Mr. Edmunds offered a resolution, which was agreed to, instructing the committee on appropriations to prepare and report to the Senate a statement of the gross amounts already appropriated, and proposed to be appropriated, in the several appropriation bills of this session. Mr. Allison said that he hoped to be able to make such a state-

ment on Monday morning. The conference report on the agricultural appriation bill was presented and agreed to. The Senate then adjourned till Mon-

Touchy Over the Election Bill. WASHINGTON, July 3 .- In the House today. Mr. Lodge of Massachusetts asked for a reprint of the federal election bill as passed, with marginal notes.

Mr. Rogers of Arkansas demanded the regular order.

Mr. Lodge suggested that there was no necessity to get cross about the matter. Mr. Rogers retorted that the House had had enough of the bill, whereupon Mr. Honk of Tennessee suggested that the Democrats might get more of it.

The request was not acceded to. Mr. Dorsey of Nebraska asked consent to offer a resolution, requesting the President to return to the House the bill extending the time of payment to purchasers of land of the Omaha tribe of Indians in Nebraska,

but objection was made. Mr. McComas of Maryland presented the conference report on the District of Columbia appropriation bill. After debate, and

# A Census Enumerator's Complaint.

To the Editor of the Indianapolis Journal: Can you give me any reason for the vindictive attacks of the News on the census enumerators of this city? Is it because Mr. Conger has not consulted it, and taken its dictum in everything? An article in its, columns to-day says, in effect, that since Mr. Will C. David announced that enumerators would get no pay for work done | your digestion with Simmons Liver Regulator.

after the allotted time, they had not attempted to perform their sworn duty. It is the first I had heard that Mr. D. made any such assertion, and I ought to have known it if such was the case, as I am one of the much-abused individuals, and have no fear but that the government will pay the reg-ular stipend for about two weeks extra work. The News to-day discredits the thoroughness of the enumeration, and yet has not a name of an omitted person to back up its malicious aspersions. It has heretofore published about fifteen localities—houses—in my ward that have not been taken. All but two were in a part that I had not yet got to; one of the others was a family out of town, whose names I had, but was waiting for their return to get the balance of the informatian required. The other was of two lodgers in a house where the landlady told me she had given me all. There is not a me she had given me all. There is not a building in my district where I have not asked whether any other persons lived or lodged there, and if I have been misin-formed I am surely not in fault. I believe this to be true of most (if not all) of the enumerators. Certainly a large number whom I have talked with have seemed equally desirous of getting a full count, and I hazard the guess that there are not one hundred persons omitted in the corporation. If so, it is the fullest and most complete work ever done in so large a city.

INDIANAPOLIS, July 3. ENUMERATOR.

A NEW PENSION SCANDAL BREWING.

### Government Employes in the Pension Eureau Feathering Their Own Nests.

Washington Special to New York Tribune. The clerical force of the United States Bureau of Pensions appears to be sedulously engaged in preparing for their unsuspecting Commissioner, as well as for the Secretary of the Interior, an embarrassing official and political scandal to which the recent "rerating" imbroglio will be but a petty and insignificant affair. It is understood that over a hundred applications under the act of June 27, 1890, commonly known as the "disability pension act," have already been filed by clerks in the Pension Bureau. Many of these thoughtful but enterprising comfortable salaries from the Treasury of the United States-salaries much larger, in fact, than they ever earned in their lives before, or would be able to earn if they gle to the prompt repletion of their respective wallets, they rush gallantly to the charge upon the public crib to pick up such unconsidered trifles as a pension of \$12 per month with an unchastened ardor worthy of the stirring days of 1861. Indeed, it is stated that in a single section of one of the smallest divisions in the bureau there were over half a dozen claims filed by clerks on Monday last, the first day upon which such filings were made possible by Presi-dent Harrison's signature of the bill. The ordinary and unofficial mind would

naturally suppose that the civil-service employe, already paid by the government for his daily labor as its salaried servant, and who was neither wounded, injured nor disabled during or by reason of his military service, could not, under any combination of circumstances, become a beneficiary under the recent law. Unfortunately, however, the law itself makes no exception to that large class of persons now em-ployed in the public service. It provides,

under Section 2: All persons who served ninety days or more in the military or naval service of the United States the military or naval service of the United States during the late war of the rebellion and who have been honorably discharged therefrom, and who are now or who may hereafter be suffering from a mental or physical disability of a permanent character, not the result of their own vicious habits, which incapacitates them from the performance of manual labor in such a degree as to render them unable to earn a support, shall, upon making due proof of the fact according to such rules and regulations as the Secretary of the Interior may provide, be placed upon the list of invalid pensioners of the United States, and be entitled to receive a pension not exceeding \$12 per month and not less than \$6 per month, proportioned to the degree of inability to earn a support; and such pensions shall commence from the date of the filing of the application in the Pension Office, after the passage of this act, upon proof that the disability then existed, and shall continue during the existence of the same. of the same.

Under the official "rules and regulations." published on Friday last, moreover, the "noble army of martyrs" under consideration found a further incentive to rapid and concerted action, as said rules—properly de-signed for the benefit of the pensionable classes who are affected by the law all over the country—gave them in a nutshell not only brief and succinct sailing orders toward the newly discovered "treasure island," but showed them that, by the use of "due diligence," they could get their claims in ahead of their less-favored competitors and derbilts have determined to enter the Southat a distance. Among those who have rushed forward to stake out their claims in the new El Dorado is one well-known pension clerk who not only draws a "fat" salary already, but boasts of being worth over \$100,000 and some time ago bespoke the sympathies of his fellow-clerks upon the ground that he had made some \$5,000 within a few hours in a real-estate specula-

of these greedy claimants rushing forward with itching palms outstretched for national alms, while they elbow from the pathway firm would, at the low rate mentioned in its letter to the county clerk of Columbia county, wrench a million dollars from citizens unjustly and without authority. He that one member of the firm, ing its beneficiaries to return the money in frantic haste; and the more recent ferment stirred up by the bare accusation that trusted government agents in the settle-ment of of the Oklahoma lands so far forgot their bounden duty to the settlers they were sent to aid and counsel as to chafter for choice entries and corner lots them-selves, are cases in point which show the unerring drift of public sentiment in simi-lar official derelictions. Many old soldiers now serving in Congress, as well as certain wise and patriotic government officials, are, in view of these occurrences, seriously contain States and Territories was taken up on the motion of Mr. Edmunds, who explained and vocated it. Senators Teller, of government employes were withheld. except in cases of maimed soldiers and those who have certain specified classes of gun-shot wounds. The act referred to ran as

Be it enacted, etc., That no invalid pensioner, now or hereafter in the service of the United States, shall be entitled to draw a pension for any period of time during which he is or shall be entitled to the full pay or salary which an ablebodied person discharging like duties to the government is allowed by law. Act approved

This law was repealed, however, in the ensuing year by Section 5, act of June 6, 1866, and the pensions withheld under it between March 3, 1865, and June 6, 1866, were restored by a still later act of Con-gress, approved March 1, 1879. There are, however, now serving in the Pension Bu-reau many widows and daughters of soldiers who are struggling hard to rear families of their own while they have mothers and others to whose support they feel in honor bound to contribute, although they are manifestly unable to do so, while these relatives can, under the new law, obtain some adequate support. The filing of applications under such circumstances as these can be made none too rapidly to please even the most exacting and invidi-ous critic, but, as regards the class of would-be beneficiaries above referred to. there remains much more of abiding inter-

#### est to be said. Hill and Hendricks.

Cincinnati Times-Star.

The idol of Indiana Democracy was a spoilsman, a time-server and a crafty man of talent. His public career was tortuous. It is charitable to say no more. Governor Hill must have admired the political qualities of the Indiana leader, and found instruction in his views and methods. Gov. Hill is a dodger, a quibbler, a trickster. Like Mr. Hendricks he has excellent perpending a vote on the conference report, sonal traits, lacking the culture, but not the the House, at 1:45 P. M., adjourned till Mon-suavity. Like Mr. Hendricks, he aims at the presidency, dreams of it, works for it, plots for it; and, like Mr. Hendricks, he will fail to get it.

Didn't Put It in Those Words. Kansas City Star.

Governor Hill is Indianapolis to-day. It is presumed that he will honor the memory of Hendricks by privately repeating that statesman's celebrated apothegm: "Gentle-men,I want your votes and I want'em bad."

AFFAIRS OF THE RAILWAYS. Switchmen Demand Pay for Time Lost While

Engaged in a Strike. A committee of the freight switchmen who were in the recent strike on the Illinois Central road, on Wednesday afternoon called on General Superintendent Sullivan and asked for the payment of regular wages the days they were out on the strike. Mr. Sullivan replied that there was no principle of equity by which they could make such a demand, and that the sum would not willingly be paid. He added that the amount would be paid only in case that future trouble was threatened. and then only to men who would sign a written demand. The committee left to consult with their organization. Later in the evening Superintendent Sullivan said:
"This demand is merely highway robbery.
They have us in their power and take unlawful advantage of the reliance of the employer on the employe. They do not show a business-like spirit, and if we are forced to pay the men for work they re-fused to do, it will be like money paid to a bandit with a loaded revolver placed at a traveler's head."

The sum amounts to \$500 or \$600, being the pay of about tifty men for four days and seven hours at an average rate of \$2.70

The Outlook Promising. General freight and general passenger agents, almost without exception, express the opinion that the business of the railroads this month will be in excess of that of July, 1889, and that it is quite safe to look for increased earnings from week to week, as has been shown for several months past. The Boston Transcript of July says: "More potent than all the talk of silver inflation, is the solid, substantial fact of the magnificent railroad business of the country. People have become so used to increasing earnings that they are apt to take them as a matter of course and are liable not to give them their due weight. For two years now we have had a grand railway traffic, despite rate infelicities and annoying legislation. Nature is doing her utmost for this favored land, and another Many of these thoughtful but enterprising year of bountiful harvests is in prospect. patriots are, it is true, already drawing While railroad earnings have been used as a bull argument, time and again, it nevertheless is true that they are a grand factor in the situation, and increased dividends are beginning to tell the story. Less legis-

> Personal, Local and General Notes. The railroad to the top of Pike's Peak will be completed by Aug. 1.

> tion and more attention to business would be a good thing for the commercial and

railroad interests of the United States.

Chairman Walker has gone East again to aid in smoothing over the rate troubles. M. Jones has been appointed traveling freight agent of the Elgin, Joliet & East-The twenty-seventh international con-

Engineers will be held Oct. 15, in Pitts-The citizens of Michigan City are much encouraged over the prospects of the Elgin, Joliet & Eastern being extended to that

vention of the Brotherhood of Locomotive

The outside ticket offices will be closed at 10 A. M. to-day, the city freight depots will be closed the entire day, and no local freight trains will be run.

Charles L. Colby, formerly with the Wisconsin Central road, and a party of Eastern capitalists have gone to Alaska in the interest of a gigantic railway scheme. W. P. Ijams, president of the Belt Road

and Stock-yards Company, who has been in Colorado for two months for the benefit of his health, will be home next week. S. L. Riley, formerly in the freight de-partment of the Lake Erie & Western, now with the Milwaukee & Northern road, is

spending the Fourth with friends in this

It is stated that the Louisville & Nashville Company has leased the Georgia State railroad. An impression prevails that the L. & N. was forced to take it for self pro-

A New York exchange says that within the next thirty days the Pittsburg, Akron & Western road will pass into the hands of the syndicate owning the Lake Erie & H. C. Mordeau, chief clerk of the Louis-

ville & Nashville road at East St. Louis, has accepted the position of freight agent of the Louisville, Evansville & St. Louis road at Louisville, Ky. There seems to be a general overturning in the official roster of the Jacksonville,

derbilts have determined to enter the Southwestern railroad field, and are about to purchase a controlling interest in the Atchison, Topeka & Santa Fe. Atchison officials in

Boston state, however, that the story has no basis whatever in fact. On July 1 the Columbus & Cincinnati Midland road passed under control of the Baltimore & Ohio Southwestern, and its passenger business has been put under the supervision of O. P. McCarty, general pas-

senger agent of the B. & O. Southwestern. As the novelty of the thing wears off, the passenger conductors of the Chicago division of the Big Four are disposed to look with favor on the ticket collectors. put on thirty days ago. It relieves them of all responsibility, except as to the running of the train and the proper treatment of passengers.

The Cincinnati, Hamilton & Dayton, and the Louisville, New Albany & Chicago. rather regret that they entered into the arrangement to make the time common between Chicago and Cincinnati over the three competing lines. They say that the run could as well be made one hour quicker without danger from high speed.

President Thomas, of the East Tennessee, Virginia & Georgia road, says: "The Louis-ville Southern, about 138 miles from Louisville to a connection with the Cincinnati Southern, has been leased to the East Ten-nessee, Virginia & Georgia. This gives it a Northern outlet, both to Cincinnati and Louisville, which is necessary to complete its system.'

Persons who are good judges of track, and who have rode over the Indianapolis division of the Louisville, New Albany & Chicago road lately, are greatly surprised at the improvement. Rough places are becoming few, and there is a solidity which shows that a good deal of work has been done on the road-bed since the new management took hold.

More changes on the Chicago, Burlington & Quincy were announced yesterday. C. G. Wilson, superintendent of freight terminals in Chicago, has been appointed superintendent of the Iowa lines of that road, to succeed W. C. Brown, who takes W. F. Merrill's place as general manager of the Hannibal & St. Joe, Mr. Merrill having been appointed general manager of the "Q" proper. Fred A. Delano, now assistant in the general manager of the "proper. in the general manager's office, is to succeed Mr. Wilson as superintendent of freight

The Western roads yesterday agreed to advance freight rates from Chicago to the Missouri river and St. Paul 10 cents per one hundred pounds on first class and proportionately on the other classes. The Chicago & Northwestern, the only road that had opposed a change in the rates to St. Paul and Minneapolis, was induced to withdraw its objections, and it was unani-mously voted to adopt a scale of rates on the basis of 70 cents, first class, to Missouririver points and 50 cents, first class, to St. Paul. It was left with the chairman to fix the date on which the advanced rates are to become effective, and the rate cierks will be called together next Monday to re-

vise the tariffs. As the fact that the Indianapolis & Vincennes and the Little Miami divisions of the Pennsylvania lines, in its Southwest-ern system, are not included in the Chi-cago, St. Louis & Pittsburg consolidation has caused considerable comment, the statement of an official of the company will be of interest. The Indianapolia & Vincennes and the Little Miami roads are owned by the Pennsylvania Railroad Company proper, no outsiders being interested, while the roads which go into the consolidation are owned as distinct properties from the Pennsylvania Railroad Company. The latter has enough of the stock and bonds, however, to control the lines west of Pittsburg, as is evidenced in the consol-

An official of the Pennsylvania lines writes that an item which appeared in the Journal of June 25, regarding passenger conductors giving bonds, was misleading.

In the circular addressed to the conductors is a clause which reads as follows: "You will recollect it is optional with agents and others whether they file a personal bond or a bond guaranteed by the American Surety Company, the Guaranty Company of North America, or the Fidelity and Casualty Company of New York, when the penal sum of the bond is less than \$5,000." The American Surety Company, the Guarantee Company of North America and the Fidelity and Casualty Company of New York charge 75 cents per \$100 per annum premium. The Pennsylvania lines agree to pay one-half the premium the excess of penal sum of bonds over \$5,000 in cases where the employe has filed a bond of either of the above named companies.

PENSIONS FOR VETERANS.

Residents of Indiana and Illinois Whose Claims Have Been Granted. Pensions have been issued to the follow-

named residents of Indiana: Original Invalid—Samuel Doss, Stone Bluffs;
Jos. E. Merrett, Logansport; John W. T. Poor,
Scipio; Prime Craven, Indianapolis; John B.
Hatfield, Sinis; Jas. H. Spore, Owensville; Jackson Beswick, Nabb; Thos. M. Smith, Spurgeon;
Jos. Steffer, Boxley; John Mathews, Hobart;
Daniel Dickey, Bedford; Harrison Craig, Bluffton; Jas. W. Christie, Moses A. Daugherty, Indianapolis; D. Perlee, Dillsborough; Solomon
Ford, Evansville; Francis M. Moody, Deedsville;
C. C. Wait, Union City; John M. Montfort,
Whitestown; Benj. Hursh, Spencerville; Christopher Craignile, Corrington; Jos. Myers, Sparksville; Calvin Stodgill, St. Paul; Morgan M. Lutton, Tunnelton: Joseph Barber, Mifflin; John
W. Bremer, Abydel; Levi W. Roof, Lafayette;
John R. Newberry, Leavenworth; Greenberry N. Original Invalid-Samuel Doss, Stone Bluffs W. Bremer, Abydel; Levi W. Roof, Lafayette; John R. Newberry, Leavenworth; Greenberry N. Rose, Sailersburg; M. L. Watts, Petersburg; Wm. B. Chisler. Bedford; Morris T. Frank, Petersburg; Robert McDowell, Dayton; Joseph Croslow, Nashville; Nathaniel Edwards, Odessa; Benj. F. Anderson, Brownsburg; Henry M. Eaton, Princeton; James M. Duffin, West Fork; Morris Diets, St. Paul; Hiram M. Waltman, Bean Blossom; Wm. Greenfield, Columbus; W. A. Spencer, Redkey. A. Spencer, Redkey. Reissue and Increase—Eli Thomas, Martins

Reissue-Wm. H. Hook, Hartsville; Marion Bennett, Worthington; Nathaniel Beatty, Craw-fordsville; Jas. S. Elliott, Burney's; Isaac Shaftner, Sullivan; Jos. W. Dodd, El Dorado. Original Widows, etc.—Minors of John Benedict, Petersburg and Glensen; minors of John Grimes, alias Hawes, Rockport; Mary, widow of Tilford McClain, Friendship; Eliza J. Umphrey, former widow of Asa McKello, Princeton; Susan Ann Lamb, tormer widow of John Benedict, Glensen; minor of Asa McKello, Princeton; Rachel, mother of Henry C. Pearman, Hillsdale; Mary A., mother of John C. Brandon, Van Buren; Henrietta, widow of Jos. W. Purviance,

TO RESIDENTS OF ILLINOIS. Original Invalid-Joseph Ryan, Gibson City; John F. DeBolt, Mason; Wm. W. Richards, Og-John F. DeBolt, Mason; Wm. W. Richards. Ogden; Andrew McKeen, Rural; Charles F. Davis, Chicago; Daniel Carr, Coatesburg; Florian Kueny, Peoria; Alfred Romine, Youngstown.

Increase—Leonard C. Thornburg, Vermillion; John P. Bell, Ridgeway; Wm. H. Purviance. Troy; Oliver M. Moon, Sibley; Benjamin McHaley, Clarence; Seth B. Collins, Arcola; Isaac Jelf, Tower Hill; John Delaney, Bloomington; Sylvester T. Patton, Urbana; Wm. P. Gibbs, Aurora; Wm. F. Nicholson, Port Byron; Albert G. Brown, Clay City; James Jacobs, Paris; Lewis H. Card, Harvard.

Reissue—John N. Null, Springerton; Martin Goodman, Athens; Jasper Benson, Shiloh Hill; Wm. S. Wells, Chicago. Wm. S. Wells, Chicago. Reissue and Increase-Hiram N. Fisher, Rose-Original Widows—Medina Butler, former widow of Joseph Greenawalt, Ava; minor of Ephraim Lihe, Tamaroa; Jane A. Downs, former widow of Herman Walford, Rock Island; Catherine, mother of Eugene B. Slaten, Hebron.

Then and Now. (A Disquisition on the Use of Gunpowder, by Master Jack.)

When they first invented gunpowder, They did most dreadful things with it, They blew up popes and parliaments, And emperors and kings with it.

They put on funny hats and boots, And skulked about in cellars, oh! With shaking shoes they laid a fuse, And blew it with the bellows, oh! They wore great ruffs, the stupid muffs!

(At least that 's my opinion), then; And said, "What, ho!" and "Sooth, 't is so!" And called each other "Minion!" then. But now the world has turned about Five hundred years, and more, you see; And folks have learned a thing or two They did not know before, you see.

So nowadays the powder serves To give the boys a jolly day, And try their Aunt Louisa's nerves, And make a general holiday.

In open day we blaze away
With populus and with crackers, oh!
With rockets bright we crown the night, (And some of them are whackers, oh!);

And "pop!" and "fizz!" and "bang!" and "whizz!" Sounds louder still and louder, oh! And that's the way we use to-day The funny gunny-powder, oh!

-Laura E. Richards, in St. Nicholas for July.

Real-Estate Transfers. Instruments filed for record in the recorder's flice of Marion county. Indiana, for the twentyfour hours ending at 5 P. M., July 3, 1890, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, No. 84 East Market

W. C. Soper to Cora Z. Hubbard, lot 20, in Seaton's subdivision of lot 25, in Johnson's heirs' addition \$1,650.00

Francis Ford et al. to Emma Stephens, part of lots 37 and 38, in Fletcher's first addition to Brightwood .... 300.00 Margaret McKean to G. D. Schnell, lot 5, in block 14, in Vajen's subdivision of Holmes's West-end addi-225.00 John H. Vajen to Robert Reinhardt, lot 57, in Patterson's addition..... A. D. Shaw to D. W. Scanlan, lot 20,

1,500.00 20, in the Exchange Land Company's J. O. Armour to O. R. Olson, part of 1,500.00 o. A. McCarty to E. P. Fulmer, lot 23, in King's subdivision of lot 26, etc., in Wasson & Co.'s Highland 5,500.00 Park addition... Anna Brown to Joseph Hamilton, lot 17, in Julian's Spring Garden addi-

J. B. Duncan to J. T. Burton, let 9, in Myers's subdivision of lot 1, etc., in Elliott's subdivision of outlot 156..

W. H. Wilhelm to M. D. Kanfman, lot 11, in Carpenter's Home Place addition to Mount Jackson...

G. M. Alexander to Laura A. Alexander, lot 257 and part of lot 258, in Spann & Co.'s first Woodlawn additions.

200.00

Spann & Co.'s first Woodlawn addi-Martha A. Dane to Margaret Means, lot 7, in Tweed's first West Indianapolis addition... Robert Thomas to P. J. McNamara, 400.00 lot 88, in McCarty's south addition. 1,825.00

W. W. Hubbard to Annie M. Hastings, lots 32 and 33, in Hubbard's South Meridian-street addition..... 600.00 Conveyances, 15; consideration....\$16,175.00 Just So.

New York Mail and Express "Hoosiers Howl for Hill!" But all the arts of apt alliteration's aid will not help matters. Hoosiers howl for Harrison, too. And there are more of the last sort.

Truth Is Stranger than Fiction. Chicago Post.
A Pennsylvania doctor recently wrote his own name in the blank reserved for the "cause of death" in a death certificate.

KIDNEY affections of years' standing cured by simmons Liver Regulator.—J. W. Poynts.

Atlantic Express Service. LIVERPOOL VIA QUEENSTOWN.

Steamship "CITY OF ROME," from New York,
July 26, Aug. 23, Sept. 20, Oct. 18. Saloon, \$60
to \$100; second-class. \$30 and \$35.

Steamers every Saturday from New York to GLASGOW AND LONDONDERRY. Cabin Passage to Glasgow or Londonderry, \$50 and \$60. Second-class, \$30.

Steerage Passage, either service, \$20
Saloon Excursion Tickets at Reduced Rates.

Glasgow Service.

Travelers' Circular Letters of Credit and Drafts
for any amount issued at lowest current rates.
For Books of Tours, Tickets, or further information
apply to HENDERSON BROTHERS, New York
or. ALEX. METZGER, 5 Odd-fellows' Hall; or
FRENZEL BROS., Merchants' National Bank. UNITED STATES CIRCUIT COURT, DIS-trict of Indiana. In Equity. No. 8436.

J. R. Planten vs. Chicago & Cincinnati Railroad Company and Chicago, St. Louis & Pittsburg Railad Company

Notice is hereby given, that in the final decree of said Court, in the above entitled cause, entered on the 24th day of May, 1890, it was ordered and decreed by the Court that all outstanding bonds of the Chicago & Cincinnati Railroad Company, secured by the mortgage of said company, executed on the 1st day of October, 1857, to Frederick C. Gebhard and Nathaniel Marsh, trustees, shall be presented in said cause for adjudication as to their validity and allowance, on or before the 15th day of August, 1890, and that in default of presentation within that time they shall be forever barred from participation in the proceeds of the sale ordered in said decree, and from enforcement as a lien against the property so ordered to forcement as a lien against the property so ordered to be sold. WILLIAM P. FISHBACK, Master in Chancery U. S. Circuit Court, District of Indiana

Children Cry for Pitcher's Castoria.

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoria.

Children Cry for Pitcher's Castoria. Children Cry for Pitcher's Castoria.

CONSOLIDATION OF THE PITTSBURG, CIN. cinnati & St. Louis Railway Company, Chicago, St. Louis & Pittsburg Railroad Company, The Cincinnati & Richmond Railroad Company, Jef-fersonville, Madison & Indianapolis Railroad

fersonville, Madison & Indianapolis Railroad Company.

Notice is hereby given that the directors of the above-named companies have entered into a joint agreement for the consolidation and merger of said several companies into one new consolidated company. Said agreement provides, among other things, that the capital stock of the constituent companies shall be increased so that the capital stock of the consolidated company shall be seventy-five million dollars, of which thirty million shall be preferred, and forty-five million shall be common stock.

Said agreement also authorizes the creation by said consolidated company, of a loan of seventy-five million dollars, the same to be represented by bonds of various series, and to be secured by a mortgage or deed of trust covering the entire railroads, properties, estates and franchises of the consolidated company.

Pursuant to law said agreement will be submitted to the stockholders of the Chicago, St. Louis & Pittaburg Railroad Company for their adoption or rejection, and for that purpose said stockholders are hereby summoned to appear at a special meeting thereof, to be held at the principal office of the company at Indianapolis, Indiana, on Wednesday, the twentieth day of August. 1890, at 10 o'clock a m.

By order of the President and Directors of the Chicago, St. Louis & Pittsburg Railroad Company.

S. B. LIGGETT, Secretary.

Indianapolis, Ind., June 10, 1890.

HAMBURG-AMERICAN PACKET CO EXPRESS SERVICE between New York, South ampton and Hamburg by the magnificent new twinscrew steamers of 10,000 tons and 12,500 to 16,000 horse-power. This Line holds the record for fastest trips to and from Southampton and the Continent, equal to six days two hours to Queenstown. Steamers unexcelled for safety, speed and comfort. Through tickets to London and Paris. Apply to Hamburg-American Packet Co. 37 Broadway, N. Y. General Passenger Agents, C. B. BICHARD & CO., 61 Broadway, New York, ALEXANDER METZGER, Agent, Odd-fellows' Hall, northeast cor. Pennsylvania and Washington sts., Indianapolis, Ind.

BUSINESS DIRECTORY. THEODORE STEIN. Successor to Wm. C. Anderson,

ABSTRACTER OF TITLES.

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Dr. SARAH STOCKTON. 227 North Delaware Street.

DR. J. A. SUTCLIFFE Office, 95 East Market street. Hours, 9 to 10 a. m., 2 to 3 p. m. Sundays excepted. Telephone 941.

DR. HADLEY. OFFICE-104 North Meridian st. Office hours-8 to 9 a. m.; 2 to 3 p. m.; 7:30 to 8:30 p. m.; Telephone, 802. Residence-270 North Delaware st. House telephone (day), 1215.

DR. HAMMOND

Has removed his residence to 790 NORTH PENNSYLVANIA ST.

Office-4 WEST OHIO ST.

OFFICE-369 South Meridian street. RESIDENCE-573 North Meridian street. Office Hours: 9 to 10 s. m., 2 to 4 p. m., 7 to 8 p. m. Telephones—Office: 907. Residence: 427. DR. H. M. LASH, 139 North Meridian street. Telephone 1231,

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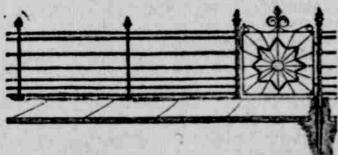
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